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visible to aid the industry by levying protective duties on imported fish. Custom-house delays would hinder the necessary expedition in getting imported fish from the boat to inland consumers. Moreover, commercial treaties with Belgium and Roumania stand in the way of duties on fresh fish. Goldschmidt recommends three classes of measures: first, the education of the German people to the cheapness and excellence of the fish diet, Germany's per capita consumption of fish being small; second, the direct support of the German fishing industry by means of preferential railroad tariffs inland and by means of imperial premiums or subsidies; third, the better organization of those engaged in the fish industry and the fish trade.

E. J. CLAPP.

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#### NEW BOOKS

BOHM, E. F. C. *The Carey act; how to acquire title to public lands under the act; a comprehensive survey of the regulations in force in the various states.* Revised edition. (Chicago: National Irrigation Journal Publishing Co. 1911. Pp. 69.)

DAVID, F. *Questions agricoles.* (Paris: H. Dunod et E. Pinat. 3.50 fr.)

HEATH, F. G. *British rural life and labour.* (London: P. S. King. Pp. 318.)

To be reviewed.

HURD, R. *Hurd's iron ore manual . . . of the Lake Superior district, with values based on 1911 prices, and guarantees at Lake Erie, method of determination of prices, premiums and penalties, tables of values and statistical data.* (St. Paul: F. M. Catlin, sales agent. 1911. Pp. 162, map, illustrations. \$7.50.)

JOHNSON, J. P. *The mineral industry of Rhodesia.* (New York: Longmans, Green & Co. 1911. Pp. viii, 90. \$3.00.)

Author is a member of the council of the Geological Society of South Africa.

NEUHAUS, G. *Landwirtschaft und Gewerbe.* Two volumes. (Munich: M. Gladbach. 1911. 4.50, 8.00 m.)

The first volume, that on farming, deals with the number and acreage of farms, proportionate yield, the personnel of farm management, live-stock, use of machinery, and vine growing and forestry. The second volume is on business, and discusses the characteristics of different callings and of those in pursuit of them. It discusses the employee, the market, use of motors and specialized machinery, and various forms of business management and enterprise. Estimates and classifications are embodied.

STANGE, A. *Die Montan-Industrie Deutschlands unter Berücksichtigung ihres Bergbau und Hütten-Industrie.* (Berlin: Adler-Verlag. Pp. xi, 418. 15 m.)

————— *First report of the proceedings of the development commissioners for the period from May 12, 1910, to March 31, 1911.* (London: P. S. King. 1911. Pp. 199. 3d.)

Among the topics treated are the policy in regard to agricultural development and forestry, improvement of fisheries and harbours, and inland navigation.

————— *Die wirtschaftlichen Beziehungen zwischen der deutschen Industrie und Landwirtschaft.* Verhandlungen der 39. Plenarversammlung des deutschen Landwirtschaftsrats 1911. (Berlin: P. Parey. 1911. Pp. 40. 1.20 m.)

————— *Sugar growing in Britain: its effects on agriculture and rural life.* (London: Britain Sugar Beet Council. 1911. 6d.)

————— *National problems affecting the lumber industry: official report, ninth annual convention, National Lumber Manufacturers' Association, held in Chicago, May 24-25, 1911.* (Tacoma: National Lumber Manufacturers' Association. 1911. Pp. 278. \$1.00.)

The subjects discussed include chiefly the conservation of forest resources, workmen's compensation, practical forestry, scientific management as applied to the lumber industry, the Panama Canal and the railroads in relation to the lumber industry. The private view point prevails, and the papers are quite uneven in merit; but on the whole the volume is well worth attention. It is especially notable for showing, in a striking way, how absurd is the attempt to conserve the forests while maintaining competition.

## Transportation and Communication

### A COMMUNICATION.

Mr. E. R. Dewsnup, in his review of my volume on *American Railway Problems* published in the March number of the AMERICAN ECONOMIC REVIEW unfortunately has given members of the Association, and other readers of our official publication, a wholly misleading idea of the nature of my work. My critic has a quite extraordinary gift for mentioning some utterly inconsequential detail in such a way as almost irresistibly to suggest a vitally important inference which is the reverse of the reality.

As to his complaint that I did not devote more attention and space to the consideration of such matters as "the present state of efficiency of French Railroad companies," "the real significance of the purchase of the western company," "the Sherman Act," and